

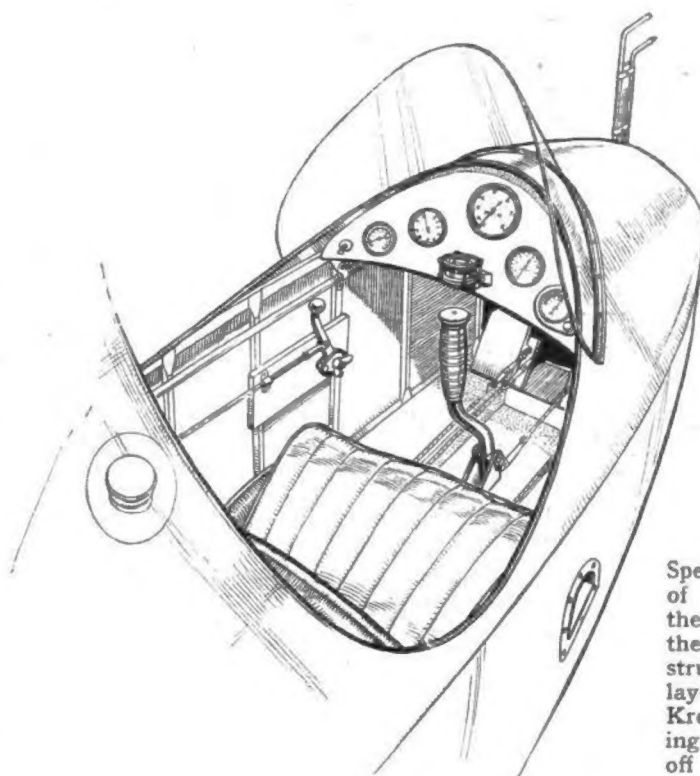
B.A.C.

FOR a number of years certain private owners and club pilots have been asking for a pusher type, and those among them who have had a chance of flying the Drone or the Super Drone—the newest version—must have stepped out of this little machine feeling all the more certain that pusher flying is real flying.

Nowadays, the Super Drone is something a good deal more than a glider with an engine, and Lord Sempill's flight to Berlin and back has shown that it can do a heavy job of work so long as the pilot is not too impatient. With a cruising speed of 60 m.p.h. it is not always possible to make a journey according to plan, though the five-hour endurance is very useful when head winds are encountered. Nevertheless, its ability to fly safely at something under 25 m.p.h. means that the Drone pilot can be out and about when others are eating their heads off on the tarmac. The machine was originally developed by the late Mr. Lowe-Wylde in 1932, and the new company was formed last year.

Certainly, the Super Drone is one of the most intriguing machines in the air that it is possible to imagine and, furthermore, it is just about as safe as anything could be. The pilot has a complete range of forward visibility and, with no slipstream to bother him, he can fly naked and unashamed without discomfort. The landing is simplicity itself, and the stall produces nothing worse than a momentary dip of the nose; full rudder with the stick back involves a steep spiral which corrects itself as soon as the stick is eased forward again. Even to the pilot who is accustomed to the vitality of the normal machine the controls are not unduly sloppy, though there is, at low speeds, a certain tendency for the Super Drone to take its own time over entering turns and stopping gentle yawing movements.

Various people on the Continent have interested themselves in the machine, and building licences have been granted to firms in France, Belgium, and Holland. A 750 c.c. Douglas engine is the standard power unit.



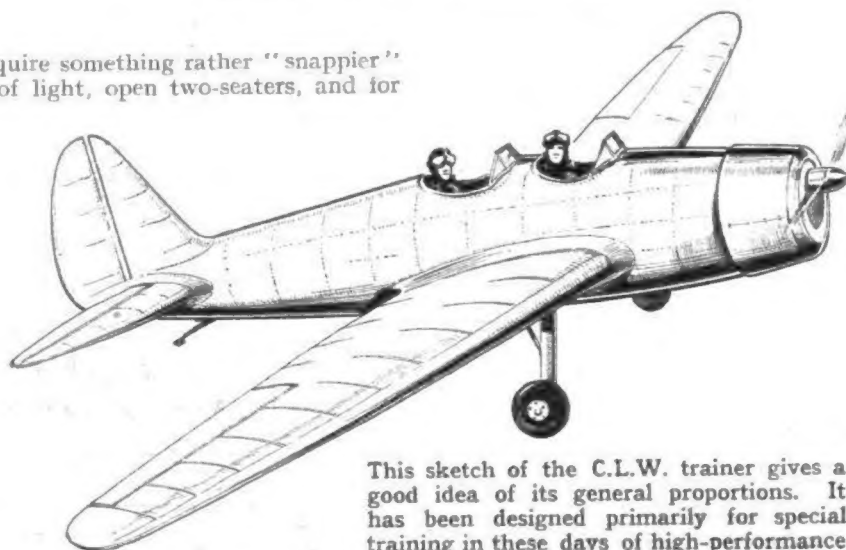
LUGGAGE

Spectator's and pilot's views of the Super Drone. On the left are the controls, the very full array of instruments and the cockpit layout, while above Mr. Kronfeld is "resting" during the business of showing off its paces in the air.

The specification of the Super Drone is as follows: Span folded, 10ft.; length, 27ft. 10in.; weight empty, 390lb.; disposable load, 250lb.; maximum speed, 70 m.p.h.; cruising speed, 60 m.p.h.; landing speed, 22 m.p.h.; initial rate of climb, 380 ft./min.; cruising range, 300 miles. Price, £275. Makers: B.A.C. (1935), Ltd., Hanworth Aerodrome, Feltham, Middx.

C.L.W.

THERE are those who require something rather "snappier" than the ordinary run of light, open two-seaters, and for these there is, or soon will be, the C.L.W. Trainer. This type is intended primarily for instruction preparatory to flying modern high-performance military types, and, in consequence, is likely to be "a real aeroplane," as opposed to those types which have some of the flying characteristics of a feather. The 90 h.p. Pobjoy Niagara III is being specified for the prototype, but the 130 h.p. Gipsy Major will be optional.



This sketch of the C.L.W. trainer gives a good idea of its general proportions. It has been designed primarily for special training in these days of high-performance low-wing military types.

Structurally, the machine is of quite unusual interest because it embodies a metal stressed-skin fuselage and a new form of wing construction. With the Pobjoy the maximum speed should be 135 m.p.h.; the Gipsy Major will add another 15 m.p.h., with a slight increase in landing speed.

The manufacturers contend that the pupil should be put in the front cockpit, as this will accustom him to the sensation of flying with no one in sight.

Makers: The C.L.W. Aviation Co., Ltd., Gravesend Airport, Kent.

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